



MONTANA AERONAUTICS COMMISSION

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DINNER HONORS THE MONGERS

A no host dinner was held at the new Colonial Inn in Helena on March 6 to honor James and Pat Monger. Jim is leaving the post of Deputy Director for the Montana Aeronautics Commission and has accepted a position with T.A.P., Inc. of Bozeman. The 90 persons that attended the dinner were co-workers, friends and associates of the Mongers and arrived from Minnesota, Missoula, Bozeman and Helena. They represented the various offices of the Federal Aviation Administration, Montana State offices, airport personnel, private business firms and close friends of Jim and Pat. Hugh "Bud" Kelleher, Helena Airport Manager and Executive Secretary of MAMA, acted as Master of Ceremonies. A plaque from the Aeronautics Commission was presented by MAC Chairman Jack Hughes. All those attending and a number of those persons unable to attend from around the state, contributed toward the gift of luggage that was presented to the Mongers at the dinner. Jim and Pat also were presented with a book containing all the letters, cards and telegrams that arrived wishing them well, in addition to the guest and gift lists.



Jim receives plaque from MAC Chairman Jack Hughes.

It is extremely apparent that Jim and Pat Monger will be missed and that T.A.P. and Bozeman have gained a valuable employee, an asset to the community and a very fine couple.

Jim will join T.A.P., Inc. as an airport planner and project manager. T.A.P., Inc. is an economic consulting firm which does considerable aviation work in the Western United States. Monger's position will encompass airport master planning, airline traffic forecasting, airline route development and feasibility studies.

Jim Monger has worked for the MAC since February of 1959. Monger started with the MAC as an airport engineer upon his graduation from Montana State University. Jim has a B.S. degree in Industrial Technology of the School of Engineering. In 1963 he was promoted to Chief of the Airport Division and Assistant

Director. He was project supervisor for the state for the new jetport at West Yellowstone.

Monger, a native of Belgrade, was the project planner for the MAC on 28 new airport projects built by the MAC in the past twelve years. He is past president of the International Northwest Aviation Council, a director in the Montana Airport Management Association, and has served on numerous national committees concerned with airport design, financing and development. Monger is married to the former Patricia Toohey of Bozeman and they have seven children—four boys and three girls. He is past president of Capitol Toastmasters; Tri-School PTA and Boy Scout Committee Chairman in Helena. Monger is an active pilot and expects to continue flying from Galatin Field where he soloed in 1958.

Monger starts work with T.A.P., Inc. in mid-March and will move his family to Bozeman from Helena in June.

In leaving the MAC employment Jim had a few parting words as follows:

"I have been offered a challenge within private industry that I cannot refuse. Hopefully its rewards will be far greater, its spectrum broader, and the restraints less and the results

(Continued Page 6)

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City/County Airport
of the

**MONTANA AERONAUTICS
COMMISSION**

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Helena, Montana 59601

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Director's Column



I wish to add my "Congratulations" to the many well wishes that Jim Monger has received.

During the past year I have appreciated Jim's able assistance and his knowledge, gained through his years in aviation, that he willingly shared with me. I extend my "Thanks Jim" and sincerely wish the Monger family the very best.

The members of the Commission and the staff join me as we extend wishes for every success in Jim's new position with T.A.P., Inc. and every happiness for the Monger family in their new home.

EMERGENCY LOCATOR BEACONS

Congress passed a law requiring the installation of emergency locator beacons, on fixed wing aircraft. This measure was passed as a rider to P.L. 91-596 "Occupational Safety and Health Act of 1970" and was enacted December 29, 1970.

Locator beacons will be required on all newly manufactured aircraft after one year following the date of enactment. All other aircraft will have to be equipped after three years.

The following aircraft are exempt from the requirement:

1. Jet powered aircraft
2. Air Carrier (airline) aircraft
3. Military aircraft
4. Aircraft used solely for training purposes not involving flights more than twenty miles from its base
5. Aerial spraying aircraft.

Now is the time to start thinking about having your aircraft equipped, even though the deadline is 3 years off. Nearly all the fixed base operators and radio shops have units available, or at least literature on beacons that are now being manufactured.

Just a few of the standards that you should look for in an emergency beacon, to assure it is an acceptable unit are:

1. It must have its own power supply, independent from the aircraft power supply.
2. The power supply shall be sufficient to provide continuous operation for at least forty-eight hours.
3. The transmitter shall operate simultaneously on 121.5 and 243.0 MHz $\pm$ or $-$.005%.
4. Unit should operate at temperatures of -40°C to $+55^{\circ}\text{C}$.

These are but a few of the requirements as defined in Radio Technical Commission for Aeronautics document DO-147, entitled "Minimum Performance Standards—Emergency Locator Transmitters." Anyone desiring to examine this publication

may do so at the F.A.A. General Aviation District Office in either Billings or Helena.

Carl A. Hutchinson
General Aviation
Electronics Inspector

1971 STATE SPORT PARACHUTING CHAMPIONSHIPS

The Northwest Sport Parachute and Aviation Club Meet will be held on April 24 and 25.

The Northwest Sport Parachute Club was originally organized in Missoula in 1962 and moved to Thompson Falls in 1965. Due to the many interested persons who wanted to fly, but lacked the facilities and organization, the Parachute Club conceived the idea to combine a parachute and an aviation club. Many new members enrolled, they reconstructed their constitution and bylaws and developed the Northwest Sport Parachute and Aviation Club. The first activity of the group for 1971 will be the Montana State Sport Parachuting Championships on April 24 and 25.

There will be four classes—seven divisions—two events and seventeen awards. It will be open to residents and non-residents—open entry.

The meet will commence at 8:00 a.m. on Saturday with equipment check, validation and assignment of jump runs (practice jumps).

The Saturday evening dinner will be free to contestants and guests. It will be open to the public at \$3 per plate followed by a free dance with live music.

Sunday's activities will commence at 8:00 a.m. and continue until the competition is completed.

Reservations for the dinner must be made by April 20.

For further information contact: Albert L. McGuigan, Meet Director—P. O. Box 51, Thompson Falls, Montana 59873. Phone: 827-3411.

When a Boeing 747 is fully pressurized, about one ton of air is added to its weight.

AVIATION SAFETY SEMINARS

A series of Aviation Safety Seminars have been conducted by the General Aviation District Office No. 1 personnel, Billings, Montana. They were held in Scobey, December 12; Baker, January 16; Lewistown, January 23; and Miles City, March 6.

The response has been outstanding. Thirty pilots attended each of the meetings at Scobey and Baker, 54 registered at Lewistown and 43 registered at Miles City.

The meetings have been sponsored by the local pilots and the program is conducted by Mr. George Batchelder, Accident Prevention Specialist, GADO 1. Other personnel participating have been Tom Walenta, Operations Inspector; James Crouse, Maintenance Inspector; Carl Hutchinson, Avionics Inspector; Jess Larsen, Maintenance Inspector; and David Voxland, Operations Inspector. Additional presentations were given by Dr. M. B. Fitz who spoke on the "Medical Aspects" at the Scobey Seminar; Dr. H. K. Lefever spoke on "Medical Emergencies in Flight" during the Lewistown Seminar. Demonstrations of a special motor driven chair, constructed to give pilots the sensation of vertigo, was presented at several of the seminars.

The subjects covered were aircraft inspections, fuel contamination, winter operation, hazards in the traffic pattern, enroute and terminal procedures, radio navigation aids and vertigo.

The personnel of GADO No. 1 are extremely pleased with the response they have had to the seminars. Some of the typical comments received from the critique sheets are: 1. "For a student pilot who almost didn't go, all I can say is, when is the next session? Excellent." 2. "It was all valuable." 3. "It was of great value to me. It would be hard to say which portion was the most valuable or the least valuable."

Each and every person attending said they would definitely attend this type of seminar again, in fact more often than once a year and that the sessions have been too short.



Bob Simpson (seated in chair), Don Woodworth, chief of the FAA Flight Service Station and Carl Hutchinson, Avionics Inspector, demonstrating the Vertigo Chair during the Lewistown seminar.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS STUDENT

Kendrick, David E.—Kalispell
Zuelke, Gordon S.—Helena
Walz, David M.—Minneapolis, Minn.
Koehler, Charles B.—Santa Fe,
New Mexico

PRIVATE

Burns, Ronald T.—Williston, N. D.
Carter, Ted J.—Denton
Werner, James E.—Philipsburg
Mustain, Terry G.—Great Falls
Hess, Laurence I.—Denton

COMMERCIAL

Engebretson, John D.—Kalispell
Bradford, William L.—Missoula
Benjamin, Robert J.—Great Falls

ATR

Frier, Victor, Jr.—Rapid City, N.D.
Hansen, Arthur L.—Missoula

MULTI-ENGINE

Rumph, Joel D.—Billings
Fraser, David—Minneapolis, Minn.
Hansen, Arthur L.—Missoula

INSTRUMENT

Teal, Peter V.—Billings
Anderson, Jeffrey J.—Beaver Dam,
Wisconsin

Howery, Edgar J.—Deer Lodge

FLIGHT INSTRUCTOR

Taylor, Wayne A.—Fairfield

GOLD SEAL

Boe, John T.—Wolf Point

BASIC GROUND INSTRUCTOR

Kumzic, Charley W.—Libby

ADVANCED GROUND INSTRUCTOR

Boe, John T.—Wolf Point

Wright, Robert A.—Malmstrom AFB

INSTRUMENT GROUND INSTRUCTOR

Boe, John T.—Glasgow

Holman, Robert C.—Great Falls

Wright, Robert A.—Malmstrom AFB

PARACHUTE RIGGER

Clarke, Conrad L. (Chest Type Added)
—Missoula

ROTORCRAFT/HELICOPTER

Ostrem, Jerry D. (Com.)—Helena

Two years ago police departments throughout the country were using about 30 helicopters. Today, more than 150 helicopters are in use by police in more than 30 states.

The airlines employ an average of 23 mechanics for each of the airliners in their fleet.

THE WEATHER BRIEFING

by John R. Strauch, Meteorologist
WSO Missoula, Montana

I'll bet there isn't a pilot in Montana who hasn't said to himself, "What was all that about", at one time or another, after receiving a weather briefing. All you wanted to know was could you get from MSO to GEG without running into rain and you couldn't care less if MXD had a warm front or a cold fog. The amount of weather information that pilots need to properly plan their flight varies, and their methods of obtaining weather information should vary along with their flight plan. The most effective briefings are those in which the weather briefer is face-to-face with the pilot. However, every pilot cannot be served in this manner, and he does not need this much service for every flight. Often the information in recorded weather briefings will fill his needs.

Some types of weather briefing, other than face-to-face at WSO and FSS are:

Person-to-person telephone, two-way conversations with the FSS and Weather Service. Under recorded weather briefings we have the continuous broadcast (TWEB) over the low and medium frequencies of the FAA. The Weather Service provides the script and radar information, and the FSS records it. Also we have the Pilots Automatic Telephone Weather Answering Service (PATWAS). This provides information similar to the continuous weather broadcasts, but is recorded by the Weather Service and is available over local telephone. Some areas have toll-free phone service. PATWAS phone numbers are not listed in phone directories but are in the Airman's Information Manual. Weather briefings by closed-circuit TV is another method being used by the Weather Service and FAA, but will not likely appear soon in Montana.

In-flight weather briefings are available through the FAA request-reply-service, where weather information may be received by radio from the FSS. Also weather informa-

tion is available on the 15 minute past the hour voice broadcast of the FSS.

When a briefing office is not available some pilots do not bother to make a long-distance call, others do not have a radio receiver capable of receiving the FSS broadcast or are out of range. Even in cases where the pilot can call a briefing office free, he often does not for he hasn't yet gained an insight into the forces of weather. Often it would be money well spent to pay for a long-distance call. Some pilots neglect to obtain a pre-flight briefing because they do not understand the weather information or its importance. Without adequate weather training, some are unable to gain from available information the facts and foresights needed for flights. Even if weather reports and forecasts are interpreted for them, some fail to grasp their operational value. There probably is no better investment in pilot safety, than the effort and time spent to increase knowledge of basic weather principles and to learn to interpret and use the products of the weather service. A pilot can better use the weather service when he understands the service, its products, its capabilities and its limitations. The briefer has a wealth of information in his head and at his finger tips, also he is specially trained at tailoring weather information to the pilots flight problems.

When requesting a weather briefing by telephone or face-to-face, a pilot greatly assists the briefer and gets faster service by announcing that he is a pilot, the type of aircraft he is planning to fly, his destination, his estimated departure time, and whether he is going IFR or VFR.

If a pilot doesn't get all the information he wants he should ask for it. A weather briefing is incomplete unless it contains information on the current weather synopsis, current weather conditions, forecast weather conditions, alternate routes, hazardous weather and forecast winds aloft.

Here are some ways a pilot can make more effective use of the wea-

ther service as well as help it.

Don't try to play one forecaster against another by shopping for a forecast.

Don't try to influence the briefer into saying the weather will be better than he actually thinks it will be.

Don't ask that a long string of weather reports be read to you over the phone, especially when calling a second or third time.

Don't try to make your own forecast unless you are a qualified forecaster.

Don't try to get the briefer to make the decision of whether or not you should fly.

Fix limits of weather conditions beyond which you will not fly, and stick with them.

Don't expect the weather associated with a front or other feature on the weather chart to look like an illustration of one you saw in a book, no two weather situations are ever exactly alike.

Be prepared for unforecast changes in weather and report what you see.

Familiarize yourself with average and extreme weather conditions by season over your area. A large amount of climatological information has been published by the Weather Service, also you can talk it over with your local weather briefer.

Don't send student pilots on their first trips to the briefing office without you and expect the briefer to show them around and give them lessons in weather.

Use the weather in your flying, don't fight it.

Many pilots have the mistaken idea that the Weather Service Office is only a briefing service. Aviation weather is one of many duties of the briefer. He depends mostly on material received from the larger offices, but he is the one responsible for the information provided to pilots and other users.

Don't forget the pilot report. With his vantage point in the sky, the airborne pilot who fails to report what he sees is withholding information which could be used to great advantage by weather briefers and other pilots.



CALENDAR

March 17 and 18, Helena—Montana Aeronautics Commission monthly meeting.

March 23, Missoula—Annual maintenance meeting for mechanics and authorized inspectors, conducted by personnel of the GADO office No. 9 in Helena. The Missoula meeting will be held at the Aerial Fire Depot commencing at 9:30 a.m.

March 25, Great Falls—Annual maintenance meeting for mechanics and authorized personnel, conducted by personnel of the GADO office No. 9 in Helena. The Great Falls meeting will be held at the Holman Flight Center commencing at 9:30 a.m.

March 30, Havre—Ag work shop and field day. The program will be held at the Havre Airport and will consist of a work shop program from 8:45 until 12:00 noon. No host lunch, Park Hotel. Equipment and field demonstrations will be held in the afternoon.

April 4, Great Falls—Registration for the Flight Instructors Instrument Refresher Course. Ponderosa Inn—3:00 p.m. to 7:00 p.m.

April 5-9, Great Falls—Flight Instructors Instrument Refresher Course sponsored by the Aeronautics Commission.

April 24 and 25, Thompson Falls—1971 Montana State Sport Parachuting Championships. Hosts—Northwest Sport Parachute and Aviation Club.

April 26-29, Washington, D. C.—Third Annual Government/Industry National Aviation Systems Planning Review Conference. Headquarters—Twin Bridges Marriott Hotel. Registration is open to the general public. For further information contact the FAA at HQ-200, 800 Independence Avenue S.W., Washington, D. C. 20590.

May 3-6, Columbus, Ohio to Managua, Nicaragua—The 1971 Angel

Derby offering \$5,000 in cash prizes to licensed women pilots. The Derby will cross the borders of five countries and seven states in the 2,700 mile course. Information kits with applications for "Entry and Rules" are available by writing Mary Barrer, General Chairman—Angel Derby—12920 Oleander Road, North Miami, Florida 33161.

May 14-16, Missoula—Montana Pilots Association Annual Convention.

June 5 & 6, Culbertson—"Fly-In" held in conjunction with the Culbertson Annual Frontier Days celebration and RCA rodeo.

June 18-20, Vergennes, Vermont—National Pilots Association Annual Summer Fly In—Basin Harbor Club. Members and non-members are invited. For further information write to NPA, 806 15th Street, N.W., Washington, D. C. 20005.

AG WORKSHOP AND FIELD DAY MARCH 30

A one-day program will be sponsored by Hensley Flying Service, Havre, Montana and neighboring agricultural operators. The program will be held at the Havre airport and will consist of a workshop program from 08:45 MST to 12:00 MST followed by a no-host lunch at the Park Hotel in downtown Havre. Equipment and field demonstrations are planned for the afternoon.

The program will include the following:

Maintenance and operating limitations by FAA's personnel of the GADO-9, Helena, Montana.

Agricultural Chemical Education by M. J. Jackson, Extension Agronomist, Montana State University, Bozeman.

New Equipment and Modifications by Jess Apeldaile, Montana Piper Co., Billings, Montana.

Legislative Report by Walter Hensley, Hensley Flying Service, Havre, Chairman, Agricultural Legislative Committee.

The equipment demonstration will be put on by volunteering operators in the afternoon. Transportation will be provided to the lunch at the Park Hotel.

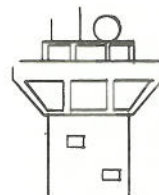
MOUNTAIN FLYING BOOKLET AVAILABLE

Another excellent booklet, entitled "When Mountain Flying In Accident Prevention Counselor Country", has been prepared and distributed by the Federal Aviation Administration.

The material has been drawn from many discussions of mountain flying techniques with a number of highly qualified pilots in various parts of the Northwest. The contents were also influenced by the experience gained in accident investigation in Montana by the General Aviation Operations Inspectors. It is presented primarily as a consumer educational project and is designed to be used as a reference by those pilots desiring information on mountain country.

The booklet contains sections on: Aircraft Performance vs. Density Altitude; Loading the Aircraft; Planning of Routes; Mountain Winds; Weather; Do's and Don't's of Mountain Flying; Winter Flying; Crosswind Component and Density Altitude Charts; and many more helpful tips to the pilot.

A limited number of the new booklet "When Mountain Flying" are available at the present time. If you would care to receive copies of this booklet and/or the Mountain Passes booklet, direct your requests to the FAA GADO's in Montana or the Montana Aeronautics Commission, P. O. Box 1698, Helena, Montana 59601.



TOWER

OPERATIONS

JANUARY 1971

	Total Operations	Instrument Operations
Great Falls	5,364	1,556
Billings	5,339	1,999
Missoula	3,978	630
Helena	2,972	526

FEBRUARY 1971

	Total Operations	Instrument Operations
Missoula	10,380	605
Great Falls	7,034	1,518
Billings	6,422	1,779
Helena	4,125	556

Moon rocks reveal that erosion on the moon progresses at the rate of about 1" in twenty-five million years.

MONGERS (Continued from Page 1)



Left to right: Pat Monger, Jim, Jack Hughes and Orie Estenson. Mr. Estenson, long time friend of the Mongers, came from Mound, Minnesota, for the occasion.



MAC Director Bill Hunt expresses regrets that Jim was leaving the staff of MAC. Left to right: Mrs. Bill Hunt, Hunt, Mrs. Hugh Kelleher and Master of Ceremonies Hugh Kelleher.

more meaningful than I have experienced in the past. One of the many attributes of my new position will be that I will continue to work with the many friends I have in aviation in Montana and throughout the Western United States. I will be an airport planner and project manager for master plans and aviation forecasting and I look forward to working in the areas that I had in school. I will miss my many aviation visitors who stop by for a visit at our airport MAC office but hopefully I can now be the visitor myself and see these people at their home base. I am extremely excited about starting on the ground floor with a growing firm that is already known for its aviation expertise even though it is

but five years old.

The past twelve years with the Montana Aeronautics Commission have been interesting, educational and productive. I cannot think of a greater group of people to work with than those I have dealt with in the State of Montana. My wide range of assignments with the Commission have added to my deep feelings toward aviation. Aviation is progressing at a rate for beyond which most people are willing to admit. In a few short years the aviation systems of the past decade will seem like great historic bumbblings, even though the recent advances were almost unpredictable and most commendable.

The dedicated and professional

staff of the Montana Aeronautics Commission will always have my utmost respect and I shall never forget the splendid years we worked together elbow to elbow. This small but productive group is the finest example of a unit of state government completing its mission of service to the public and to the industry it represents."

AIRPORT NOTES

By WORTHIE M. RAUSCHER
Assistant Director, Airports



Chester—The Liberty County Airport Board has been notified that the Federal Aviation Administration has allocated \$52,409 in ADAP funds for a project on the Liberty County Airport, Chester, Montana, to strengthen and mark runway 7/25, strengthen the connecting taxiway and the apron. This is the first general aviation airport to receive funds under the Airport-Airways Development Act of 1970.

Livingston—The City/County Joint Airport Board for Mission Field, Livingston, Montana, has requested a \$30,000 loan from MAC as part of the sponsor's matching funds for a ADAP project to extend runway 4/22 1,500 feet, install new medium intensity runway lights, and acquire clear zone easements.

Shelby—The Montana Aeronautics Commission met with the Shelby Airport Board, Shelby Mayor, and County Commissioners to discuss an airport improvement project which will include lengthening their primary runway, paving the crosswind runway, and providing new medium intensity lights for both runways.

Sidney—The nondirectional beacon navigational radio will be relocated in the near future. Please check NOTAMs.

ALWAYS FILE A FLIGHT PLAN

FAA INSPECTORS CORNER



By **LAUREN D. BASHAM**
Accident Prevention Specialist
GADO No. 9, Helena

"Plane Crash Kills Four"—all too often during 1970 the headlines told such a story. Incomplete though it may be, the headlines and accompanying news story gives mute testimony to the tragedy and needless loss of lives from these accidents which in many instances could have been avoided.

Current National Transportation Safety Board reports indicate that pilot caused accidents account for at least 84% of all aircraft accidents. It is logical then to believe that pilots either knowingly or unknowingly violate some basic safety principles. It is difficult to understand why some pilots find marginal operations so attractive. Could it be that they must continuously prove themselves before others in our highly technical and complex environment? If so, then there is every indication that such a pilot has failed to learn some of the principles and values basic to life in any society. When such a pilot is involved in an accident, it comes as no surprise and more than likely will be termed "pilot error". This is too easy, and when it is considered also that those pilots involved in fatal accidents carry an average of 1.4 persons with them, it is tragic. Does the pilot who consistently exhibits a tendency toward accident proneness have the moral right to make such a decision? Surely no one can doubt the answer from the 1.4 element involved!

Some of the answers may be revealed by a concentrated effort to identify and eliminate the underlying causes for so many pilot mistakes. This is the stated purpose of a new **Accident Prevention Program** recently put into effect throughout the U.S.A. by the Federal Aviation Administration. The success of this

or any Accident Prevention Program depends ultimately on the degree of pilot cooperation and participation in the program. It depends a great deal also on the willingness of all classes of pilots to voluntarily continue to upgrade their flying skills. There are, of course, those who will not.

In our current program, both participation and non-participation is revealing. Wouldn't it be ironic to find that undeniable statistical evidence indicates a tendency toward accident proneness on the part of some pilots when action cannot be taken for fear of violating the constitutional rights of those involved. What are some of the relationships of the pilots to their environment that might appear to promote accident proneness? Lack of flight courtesy may be a factor. Certainly, the pilot who lands short and then taxis the full length of the runway before turning off is not displaying courtesy toward other users of the airport. A history of failure to operate within the framework of the Federal Aviation Regulations is a factor. The pilot who considers the FARs a hindrance to his flight activity has no respect for the rights of others. He may also completely disregard other critical environmental constraints as well.

Let us cite an example—A private pilot with a history of violations both as a licensed automobile driver and as a pilot—pre-flight preparation has no meaning to him—his aircraft is a business tool which even as a student pilot he operated in a manner that would have taxed the capabilities of a commercial pilot in many instances.

On this day, this pilot has been awake for more than 18 hours, and it is now after midnight on a dark night, and he is enroute home with three members of his family. The weather is clear and there's no moon visible. The pilot looks around the horizon and sees only a sprinkling of lights in the distance. He cannot remember a darker night. He is unconcerned though, for he has flown this route so many times even at night that he could do so with his

eyes shut—no, not quite, because he seems to be having trouble holding a heading. The instruments occasionally seem to move all at once—strange, he thinks, his eyes do not seem to focus properly. The directional gyro is moving rapidly now, 30—is that 030 or 300? The pilot jerks the aileron violently to the left—now the gyro is moving rapidly past 36—now more slowly past 33 and the lights out ahead seem to have ceased to move. This pilot who has never known fear in his entire life, including almost 1500 hours of flying now begins to feel the gut-twisting paralysis creeping through his body. His throat is constricted as he glances at his wife in the right front seat, and then at his two teenagers in the rear seat hoping to read assurance in their faces. The spinning and tumbling instruments dance before his eyes, but his mind fails to comprehend their screaming message, for it has all but ceased to function. The pilot looks out into the blackness beyond the windshield and for the barest fraction of a second feels the pain of his entry into oblivion. In that split second interval, four persons travel together into eternity. Fiction, you say? Were the three passengers reluctant as passengers or merely reluctant to meet death? Can anyone doubt the answer of the cry in the night. Safety does not happen by accident—it must be planned.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	Mar.	Apr.	May
Culbertson		7	
Glasgow	10		5
Glendive	25		20
Great Falls	4	8	6
Lewistown		21	
Miles City		22	
Missoula	18	22	20
Sidney	24		19

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

Great Falls

NOTE: Until further notice GADO #1 in Billings will be open the third Saturday of each month **ON AN APPOINTMENT BASIS ONLY!**

STATISTICS

Will your **first** accident be your last day alive?

61/37
65/22
78/18
69/18
56/19
57/31
68/19
6/0

	Accident Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 Total	56	19
1969 Total!	57	31
1970 Total	68	19
1971 To-Date	6	0

AOPA HANDBOOK FOR PILOTS

The AOPA has available the 1971 revised edition of the "Handbook for Pilots". The new handbook includes information on weather, aeronautical conversion tables, enroute and terminal flight procedures, local weather bureau telephone numbers and state gas tax tables. Price \$4.75 for members and \$5.95 for non-members. Contact Aircraft Owners and Pilots Association, P. O. Box 5800, Washington, D. C. 20014.

The first U. S. satellite, Explorer 1, cost about \$100,000 a pound to place into orbit. Today's improved launch vehicles have reduced this cost to about \$1,000 per pound.

Fatal accidents during 1969 in the domestic passenger-carrying operation of scheduled air-carriers claimed the lives of 132 passengers and 17 crew members. The passenger death rate per 100,000,000 passenger-miles, based on preliminary information was 0.13.

Total deaths in all civil aviation accidents numbered about 1,550.

There were approximately 56,400 deaths from motor-vehicle accidents in 1969. Motor-vehicle mileage was up 5 per cent. The death rate per 100,000,000 vehicle miles was 5.3.

A Gallup Poll conducted recently for the Air Transport Association reveals that more people are flying these days. Almost half of all adults (47%) have taken an airline flight, while a similar study made eight years ago showed only one out of three had flown.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana 59601



February/March, 1971

Second-Class
Postage Paid at
Helena, Mont. 59601